

Attendance of the February 19, 2003 GMAC Meeting
(based on sign-in sheet)

Name

Agency

Amos, Jeff	Don Breazeale and Associates
Baldwin, Hon. Harry	City of San Gabriel
Bok, Susan	LADOT
Brown, Hon. Arthur C.	City of Buena Park
Caldwell, Don	Union Pacific Railroad
Calix, Robert	LACMTA
Carpenter, Jeff	CRA-LA
Cartwright, Kerry	Port of Long Beach
Catz, Sarah	Golden State Gateway Coalition
Cheng, Luke	LACMTA
Daniels, Hon. Gene	City of Paramount
Fetty, George	George Fetty and Associates
Goodwin, Art	ACTA
Guss, Ron	California Trucking Association
Hayes, Jolene	Port of Long Beach
Hicks, Gill	Gill Hicks and Association
Hung, Jennifer	Gannett Fleming
Kumar, Vin	Caltrans District 7
LaFazia, Corinne	California Trucking Association
Lai, Sue	Port of Los Angeles
Lau, Charles	Caltrans District 8
Lundy, Escalante	Caltrans Headquarters
McCall, Terry	SCAQMD
Navnit, Pakival	Los Angeles Sanitation
Neely, Sharon	ACE Construction Authority
Randolph, Stan	Caltrans
Rodriguez, Dilara	Caltrans
Smith, Steve	SANBAG
Trutani Marissa	Port of Los Angeles
VanHaagen, Tony	Caltrans District 7
West, Dale	WRCOG
Zeigler, John	Auto Club of Southern California

SCAG Staff

Aune, Christopher

Huddy, Bob

Griffin, Mark

Iwai, Dale

Wong, Philbert

**GOODS MOVEMENT ADVISORY COMMITTEE MEETING MINUTES
WEDNESDAY, FEBRUARY 19, 2003**

1.0 CALL TO ORDER

Councilmember Art Brown, City of Buena Park called the meeting to order. A list of those in attendance is included in the minutes.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Approval of the January 22, 2003 Minutes

ACTION: Motion to approve the minutes was accepted and seconded with no objections.

4.0 INFORMATION ITEMS

4.1 SANBAG Goods Movement Strategies and Priorities

Mr. Steve Smith with SANBAG presented this item. Currently, SANBAG has an aggressive program for freight and goods movement improvements. The first is highway capacity, such as the I-210 freeway extension. This freeway, though not specifically considered a Goods Movement project, has already benefited freight. On opening day the extension carried 44,000 vehicles at the county line, and in December 102,000 vehicles per day used the extension. Some projects, such as the I-210, can significantly benefit freight even if not designated as a goods movement project.

The second part of the program is focused on interchange improvements. Some of the current interchange improvement projects include those along the I-10 at Miliken, Cherry, Sierra, Riverside, and Citrus.

In addition to highway and interchange improvements, SANBAG is also focused on railroad grade separation projects. Unfortunately, the top five priority grade separation projects in San Bernardino County are not funded. Though the TCRP had \$95 million allocated for railroad grade separations, those funds are no longer available. Between the interchanges and the grade separations we are facing a major funding shortfall. The contention is to think broadly that it is not just a truck project, but all of these types of projects have very significant benefits to freight.

Though there has been great achievement in data analysis capabilities there is still the lack of essential data on making decisions in terms of the major goods movement strategies. One of the biggest areas we need additional data on is the area of origin/destination, truck trip length, and trip generation. To address this need, SANBAG, in partnership with SCAG, is currently conducting the Subregional Freight Movement Study that is a largely data collection effort that will include surveys of both trucking companies, shippers, receivers, in order to get a sense of their travel patterns and behavior in terms of trip generation, distribution and length. This study is just beginning and will be done in about six months, and will incorporate other truck count studies completed by the City of Fontana and SCAG.

Public perception of freight is an important consideration to any freight project. The issue of trucks is a controversial issue. Citizens are fully aware of how trucks impact them in terms of travel, noise, and air quality. As we move forward we need to understand how to deal with the image issue of freight as well as the sheer mobility and the logistical issue of freight. We need to figure out how to cast these projects that will be embraced by the public.

Mr. Smith also noted that in the 2001 RTP, San Bernardino County's portion of the SR-60 and I-15 truck lanes is about \$1.6 billion. This dwarfs all of the existing funding mechanisms in the county and at this point there is no committed funding to these projects.

4.2 Update on Model runs and validation of the Heavy Duty Truck Model

Dale Iwai with SCAG spoke on this topic. The heavy-duty truck model consists of various components. One component is the internal truck trips that are based on zones. Each employee generates various truck trips. There are three different types of trips. That portion of the model represents about 94% of our truck trips that has not changed. In addition there is an external truck model based on commodity flow data that is based on county to county movements which has not been updated.

What is being used is the 1997 data. There are trucks trips that are generated in two areas; one is from the ports (LA and Long Beach), the other is air cargo. The major change is in the internal truck model because that represents about 94%. When the model was initially developed there were some fictional factors that were used to distribute the trips. When comparing the results, some of the movements between Riverside and San Bernardino were low. There was a heavy K factor applied to make adjustments to the movements between Riverside and San Bernardino. Also, there were too many trips coming out of Ventura County to Los Angeles County, therefore, some adjustments were also made. The new consultants that will be putting together the next model for the 2004 RTP will not be using the K factors. The new consultants will be coming up with fiction factors for distribution that is based on a limited amount of data. This data is based on shipper/receiver data that was gathered in the original model development phase. The other change was in the ports. There has been a tremendous increase in terms of port activity. They are taking the model that was developed and making refinements to the internal trip distribution.

4.3 TEA-21 Reauthorization Project List

Alfredo Gonzales with SCAG spoke on this item. He spoke on the priority project list that has been coordinated by SCAG and put together with assistance of the county transportation commissions. He also highlighted the recent delegation trip to Washington DC last week.

Several months ago the County Transportation Commissions, including SCAG, worked to put together a TEA-21 reauthorization priority projects list. This was to be a multi-modal approach that included a range of projects from goods movement to transit. Currently the project list consists of twenty-nine projects that are expected to cost \$11 billion. Specific goods movement projects include the SR-57 truck-climbing lane, the SR-60 truck lanes, Colton Crossing, and I-15 truck lanes. There are also interchange improvements along the I-10 and I-15 in San Bernardino County.

The priority project list was distributed to members of Congress on the delegation trip. There were representatives from all six counties in the region in addition to a handful of elected officials that represented those counties. The Southern California delegation met with senior staff members from House Transportation Infrastructure Committee, Senate Banking staff, and Senate Environment Public Works staff. The delegation also met with Timothy Lynch, the CEO of the Motor Freight Carriers Association.

Chair Brown commented that 40% of the project list, in terms of dollar value, are goods movement projects. Furthermore, are all the best performing projects from each county and are projects that will allow the region to meet air conformity by 2010. He added that the idea of some type of fee on containers through customs was well received, though this fee issue will be a very delicate subject with the shipping, railroad and the trucking companies.

5.0 ACTION ITEMS

5.1 List of Goods Movement Projects

This item was presented by Mark Griffin of SCAG. The purpose of this item is for the GMAC to confirm that development of the Goods Movement Element for the 2004 RTP should proceed in accordance with the list of goods movement projects as previously presented by the county transportation commissions, ports, and Caltrans, and discussed by this committee. Development of this Element will comprise narrative descriptions and cartographic illustrations of the projects proposed, along with a discussion of how the overall Goods Movement Element aligns with other elements of the RTP and with speculative comments considering possible future policy recommendations and desirable legislative circumstances.

Once confirmed, this list will form the basis for the development of the goods movement element of the 2004 Regional Transportation Plan. The projects will be organized by mode: marine, air, railroad, following with the linear elements as links and point elements as terminals that are attributable to a particular mode. This will help us capture all of the projects including the interchanges, bridge, and other projects that can be brought up and made part of our overall program. The project list will also assist the broader funding and policy discussions now under development. Furthermore, it will need to be confirmed that the list of goods movement projects is included in the overall project list that is currently under development for the 2004 RTP.

The rail program is focused on improvements to the rail mainline capacity, looking at improvements to that as well as addressing the capacity shortfalls that are envisioned if improvements are not made to the rail structure. To address these constraints, a series of rail capacity enhancements will be needed to address future requirements. First, double tracking is needed for the Los Angeles subdivision from east Los Angeles to Pomona, double tracking on the Alhambra line from Pomona to Colton, three tracks from Hobart to Fullerton, then three tracks from Atwood to Colton. By 2025 two mainline tracks will be needed on

Alhambra UP line, a flying junction at Pomona, and a flying junction at the west Colton-Palmdale line, and increase the BNSF line to four tracks for the Hobart/ Fullerton line.

In response to the proposed mainline track capacity projects, comments were made by committee members regarding the feasibility of investing public funds onto private rights-of-way, or the possibility of imposing container fees to fund these improvements. Also, some committee members requested additional time to review the associated list of projects.

ACTION: Consideration of this item was tabled to the March GMAC meeting.

6.0 COMMENT PERIOD

No comments were made.

7.0 NEXT MEETING

The date of the next meeting will be March 19, 2003 at 9:30am at SCAG.

8.0 ADJOURNMENT